

CHANGE OVER MODULE 07116 TEST PROCEDURE

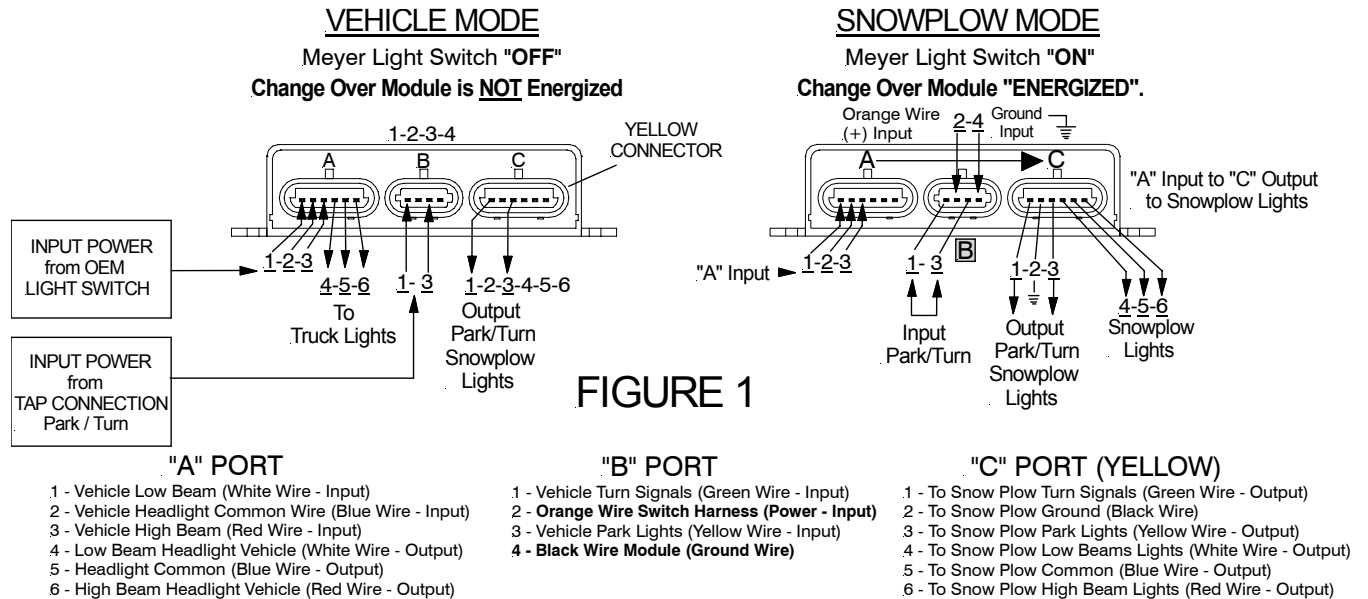
The following information is a test procedure for the 07116 Change Over Module. Meyer Products LLC recommends this test procedure be performed to confirm that the internal fuses and Change Over Module operation are working properly prior to installation. All modules are 100% tested by the vendor prior to shipment to Meyer Products.

TEST PROCEDURE

1. Visually inspect the module.
2. The Change Over Module can be checked for continuity with an ohm meter prior to installation. Reference Figure 1.
3. Use an ohm meter to take a continuity reading from an input pin to an output pin at the "A", "B" and "C" Ports.
4. To check the Snowplow light circuit with Meyer Light Switch "ON", unplug the harness from the "A" and "C" Ports.

<p>VEHICLE MODE - OEM LIGHT Bench Test or on vehicle (Unplug "A" Adapter Harness) <u>Meyer Switch in the OFF position.</u> CHANGE OVER MODULE IS NOT ENERGIZED.</p> <p>"A" PORT - INPUT/OUTPUT VEHICLE MODE <u>LOW BEAM</u> Continuity from input pin 1 to pin 4 output. <u>COMMON</u> Continuity from input pin 2 to pin 5 output. <u>HIGH BEAM</u> Continuity from input pin 3 to pin 6 output.</p> <p>"B" and "C" PORTS - PARK AND TURN SIGNALS <u>TURN SIGNAL</u> Continuity from "B" Port input pin 1 to pin 1 output "C" Port (Yellow). <u>PARK SIGNAL</u> Continuity from "B" Port input pin 3 to pin 3 output "C" Port (Yellow).</p>	<p>VEHICLE TO SNOW PLOW LIGHTS Unplug the harness from both the "A" and "C" Ports. Ignition "ON" and Meyer Switch in the ON position. CHANGE OVER MODULE IS ENERGIZED.</p> <p>"A" to "C" PORT - INPUT/OUTPUT SNOWPLOW MODE <u>LOW BEAM</u> Continuity from "A" Port input pin 1 to pin 4 output at "C" Port (Yellow). <u>COMMON</u> Continuity from "A" Port input pin 2 to pin 5 output at "C" Port (Yellow). <u>HIGH BEAM</u> Continuity from "A" Port input pin 3 to pin 6 output at "C" Port (Yellow).</p>
--	--

The 07116 Change Over Module has internal fuses that cannot be reset. If there is no continuity between the input and output pins, the module must be replaced.



Meyer Products LLC assumes no responsibility for installations not made according to these instructions

Meyer Products LLC
18513 Euclid Ave. • Cleveland, Ohio 44112-1084
Phone 486-1313 (Area Code 216)
www.meyerproducts.com • email info@meyerproducts.com



Meyer Products LLC
6 Angell Lane • Damariscotta, ME 04543-4507
Phone 563-2227 (Area Code 207)
www.meyerproducts.com • email info@meyerproducts.com

OPERATION & TROUBLESHOOTING

CHANGE OVER MODULE

07116

The following information is provided for the operation and troubleshooting the 07116 Change Over Module. Meyer Products recommends using this information along with the test procedure on page 1 to confirm that the internal fuses and Change Over Module operation is working properly.

CHANGE OVER MODULE - OPERATION OVERVIEW

- 1) Vehicle Headlight Operation: The output (fused) signal from the vehicle light switch can be Positive (+) or Negative (-) depending on the vehicle manufacturer. The Meyer Change Over Module is not energized when in vehicle mode.
Example: The low beam input signal from light switch enters the Change Over Module at port "A" Pin 1 (White Wire) a fused connection and exits at Pin 4 (White Wire) via Meyer Adapter harness to vehicle light. The Common (Blue Wire) Pin 2 to Pin 5 and High Beam (Red Wire) Pin 3 to Pin 6 input/output operation will be the same.
- 2) Park & Turn Operation: Meyer "B" Harness has the Yellow wire (Park) and Green wire (Turn) which are the input signal to Port "B" via connecting the appropriate wire to vehicle Park and Turn signal wires. The Meyer Change Over Module is not energized.
Example: The Park (Yellow Wire) input signal from vehicle harness enters the Change Over Module at port "B" Pin 3 a fused connection and exits the Change Over Module at Port "C" at Pin 3 via Harness "C" to Snow Plow Light. The Turn Signal (Green Wire) Pin 1 "A" to Pin 1 "C" input/output operation will be the same.
- 3) Snow Plow Lights: With Ignition Switch "ON" and the Meyer Light Switch in the cab activated, power is sent out to the Change Over Module via Orange Wire at Port "B". The Module Ground wire (Black Wire) is part of Harness "B". The Change Over module must have a good ground for module to work properly. The Change Over Module is now energized.
Example: The low beam input signal from OEM light switch enters the Change Over Module at port "A" Pin 1 a fused connection and exits at Pin 4 via Harness "C" to the Snow Plow Light. The Common (Blue Wire) Pin 2 "A" to Pin 5 "C" and High Beam (Red Wire) Pin 3 "A" to Pin 6 "C" input/output operation will be the same.

TROUBLESHOOTING

If Change Over Module fails upon initial installation the following actions should be taken. Please note that failure is being caused by an external problem.

1. Visually inspect the module.
2. Confirm the correct light adaptor harness was chosen by identifying vehicle headlight bulb and comparing the part number to the Meyer Cross Reference Light Chart found on form 1-757.
3. Check all ports at the "A", "B" and "C" that pins are not loose, bent or damaged per Figure 1.
4. The Change Over Module can be checked for continuity with an ohm meter to determine circuit that failed. Reference Test Procedure.
5. Check all harness plug ends at the "A", "B" and "C" for correct color wire orientation per Figure 1 and for no continuity between pins in the molded plug.

If Change Over Module fails after initial installation and Module has been in service, the following actions should be taken. Please note that failure is being caused by an external problem.

1. Visually inspect the module. Look for signs of plastic deformation on either the connectors or the plastic case. Check all connectors for electrolysis residues. All connectors are to be coated with dielectric compound or taped for added protection against corrosion and contamination entering the plug ends and module.
2. Module connectors should be facing down.
3. Check all OEM, external wire connections, DRL lights, auxiliary lighting and fuses for cause of Module failure. Identify cause before installation of new module.

Modules showing any signs of heat distortion due to excessive current demand will not be covered under warranty.

4. The Change Over Module can be checked for continuity with an ohm meter to determine circuit that failed. Reference Test Procedure.

**FOR MORE DETAIL TROUBLESHOOTING INFORMATION
PLEASE REFERENCE SB 185 R.**